



WASHINGTON STATE PATROL

QUARTERLY REPORT FOR AGENCY BUREAUS

OCTOBER – DECEMBER 2004



**Forensic Laboratory
Services Bureau**

**Investigative
Services Bureau**



**Management
Services Bureau**



**Field
Operations Bureau**



**Fire Protection
Bureau**



**Technical
Services Bureau**

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Message from the Chief...

I am very pleased to present you with the Washington State Patrol's **October-December 2004 Quarterly Report**. This report features some of the accomplishments of each of our six agency bureaus (**Management Services, Technical Services, Field Operations, Forensic Laboratory Services, Fire Protection, and Investigative Services**).



Chief Lowell M. Porter

2004 was another stellar accomplishment year at the WSP. I am so proud of each and every employee who has contributed to the success of our organization, greatly affecting the quality of life for our friends, families, and children.

In 2004, the WSP was featured across the state in the media (TV, radio, and newspapers) over 18,500 times! This is significant, in that our public safety messages are being received throughout the Washington press and passed on to our citizens.

In the last quarter, we launched a new addition to our Web site. Called "A Day Without the WSP," this is a vivid illustration of exactly what gets done at the WSP in the course of a day. I invite you to review this new page and provide us with your feedback. You may view it at www.wsp.wa.gov; click on the box that says "A Day Without the WSP."

I invite you to read about the achievements in all of our bureaus, and I encourage you to direct your comments and questions to me at questions@wsp.wa.gov.

Sincerely,

A handwritten signature in blue ink that reads "Lowell Porter". The signature is fluid and cursive.

CHIEF LOWELL M. PORTER

On the cover:

Forensic Laboratory Services Bureau: *Forensic Scientist 2 Joanne Marzowski, Seattle Crime Laboratory;*
Field Operations Bureau: *Trooper Ronald J. Kessler, Poulsbo;* **Technical Services Bureau:** *Paul B. Ingram Jr., Law Enforcement Equipment Technician;* **Investigative Services Bureau:** *Commercial Vehicle Enforcement Officer 3 Terry L. Cox;* **Fire Protection Bureau:** *Deputy State Fire Marshal Steven D. Barber;* **Management Services Bureau:** *Amber J. Horan of the Human Resource Division.*

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Diane C. Perry, CPA
Bureau Director
Management Services Bureau

The **Management Services Bureau (MSB)** is responsible for management of all agency financial activities; preparation, justification, and allotment of the department's operating and capital budgets; fiscal notes on proposed legislation; human resource services to Washington State Patrol employees, the agency, and the public; comprehensive facilities management; performance of agency studies, research, revisions to manuals, performance measures, and regulation development; purchasing and management of supplies; and management of the fleet of Washington State Patrol pursuit and other vehicles.

PROGRAM DESCRIPTION

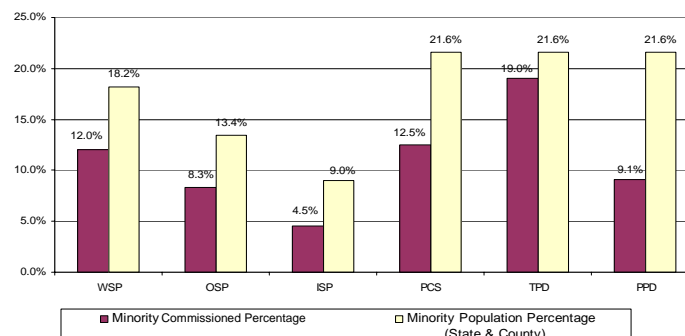
The WSP continues to move forward to implement the new Human Resource Management System (HRMS). The delay in the HRMS project "go-live" date has not slowed our progress toward transitioning to this new personnel and payroll system. The WSP is currently programming a new Time and Activity Statistics System (TAS II), which will be used to track daily activity statistics for WSP employees. TAS II replaces WSP's TAS I system, which served as the backbone to the WSP's payroll system. TAS II will be used as a statistical reporting application only.

HRMS is a significant effort. The WSP has dedicated the following resources to the project for testing and training activities:

HRMS Activity	WSP FTEs	% of Time Per Month
Testing:		
Parallel	1.0	70%
Cycle 4	2.0	20%
Trainers/Coaches:		
Payroll	2.0	25%
Time Mgmt.	2.0	25%
HR	4.0	25%

QUALITATIVE OR QUANTITATIVE MEASUREMENT

**Minority Commissioned Percentage
vs. Minority Population Percentage**



The agency continues to actively recruit minorities for commissioned positions within the agency. A mix of past recruiting practices and new activities is being used and will be reviewed to determine their effectiveness. Recruiters have contacted representatives from the African American Commission on Affairs, the Hispanic Chamber of Commerce in Eastern Washington, the Commission on Asian Pacific American Affairs, and the Governor's Office of Indian Affairs for assistance with a variety of recruitment activities.

SIGNIFICANT ACCOMPLISHMENTS

The agency recently upgraded its inventory of Colt AR-15 semi-automatic rifles to a newer, more compact, and more versatile model. This exchange replaced 225 rifles at no cost to the agency, which represents a savings of approximately \$45,000.



The **Field Operations Bureau (FOB)** is primarily responsible for traffic law enforcement, collision investigation, and motorist assists on 17,524 miles of state and interstate highways. The bureau is comprised of eight districts, the Special Operations Division, Aviation Section, Executive Protection Unit, Canine Unit, Explosives Unit, Honor Guard, and Vessel and Terminal Security. For this period, there were approximately 649 traffic officers assigned to FOB.

Deputy Chief Glenn M. Cramer
Field Operations Bureau

PROGRAM DESCRIPTION

The Field Operations Bureau has defined its core mission as addressing **DUI, Speed, Aggressive Driving, and Occupant Protection** (those violations that cause the most collisions and/or injuries). By focusing our efforts on these “core mission” areas, we have realized significant increases in each of these focus areas.

QUALITATIVE OR QUANTITATIVE MEASUREMENT

The table below reflects the results of our efforts during the fourth quarter of 2004 as compared to the fourth quarter of 2003:

	4th Quarter 2004	4th Quarter 2003	Difference	Percent Change
DUI	7,072	6,973	99	1%
Aggressive Driving	13,042	10,469	2,573	24%
Speed Arrests	49,779	52,283	-2,504	-4%
Speed Contacts	126,927	131,305	-4,378	-3%
Occupant Protection (Arrests)	13,206	15,480	-2,274	-14%
Occupant Protection (Contacts)	17,859	20,959	-3,100	-14%
Total Violator Contacts	359,257	369,100	-9,843	-2%
Felony Warrants	638	590	48	8%
Misdemeanor Warrants	1,514	3,151	-1,637	-51%
Drugs - Felony	624	514	110	21%
Drugs - Misdemeanor	1,937	1,997	-60	-3%

The desired outcome of our enforcement efforts is to improve public safety. The Washington State Patrol continues to see a decline in the number of the most serious collisions—those being fatal and injury collisions. A number of our FOB troopers were deployed to Vessel and Terminal Security to improve a security presence on the Washington State Ferries.

	4th Quarter 2004	4th Quarter 2003	Difference	Percent Change
Total Reportable Collisions	9,130	9,878	-748	-7%
Fatal Collisions	57	72	-15	-20%
Injury Collisions	2,787	3,197	-410	-12%
Property Damage	6,286	6,609	-323	-4%

SIGNIFICANT ACCOMPLISHMENTS

Field Operations
Bureau
(continued)

The Field Operations Bureau is actively involved in reviewing our progress through monthly Strategic Advancement Forums (SAF). These SAF presentations are an opportunity to statistically evaluate the impact the Washington State Patrol is having on driving behavior.

36 months since beginning weekly Strategic Advancement Forum (January 99 – December 01 versus January 02 – December 04)

- **Outputs or Efficiencies**

- Approximately 685 troopers
- DUI arrests are up 54% (22,522)
- Speeding citations are up 43% (489,361)
- Seat belt citations are up 53% (101,368)
- Aggressive driving citations are up 395% (119,728)
- Drug Recognition Expert evaluations are up 130% (850) (Jan 00-Dec 00 vs. Jan 04-Dec 04)
- Total traffic stops are up 21% (758,634) (*2004 DRE evals estimated at 1,500)
- Felony/misdemeanor warrants are up 26% (5,861)
- Felony/misdemeanor drug arrests are up 77% (12,487)
- Commercial vehicle stops are up 41% (139,999)
- Commercial vehicle inspections are up 85% (172,610)

*Agency wide statistics

- **Outcomes or Effectiveness**

- Total fatal collisions are down 9% (88)
 - Total state route fatalities are down 3% (15)
 - Total interstate fatalities are down 17% (38)
- Total injury collisions are down 13% (4,610)
 - Total interstate injuries are down 13% (1,794)
 - Total state route injuries are down 8% (1,527)
- **Total citizen complaints are down 17% (28)**
- **Total complaints of employee misconduct are down 1% (5)**
(Jan 00-Dec 00 vs. Jan 04-Dec 04)



The **Technical Services Bureau (TSB)** provides many diverse services to the entire department, other law enforcement and government agencies, and members of the general public. The services include information technology, employee training and development, electronic and microwave system services, emergency communications, and criminal history.

Deputy Chief Paul S. Beckley
Technical Services Bureau

PROGRAM DESCRIPTION

TRAFFIC INCIDENT MANAGEMENT (T.I.M.) TRAINING

Incident response on Washington State highways has always been a partnership of the Washington State Patrol, the Washington State Department of Transportation (WSDOT), local fire and emergency medical services (EMS), the tow industry, the media, auto/truck/insurance associations, and the public. Today, Washington's incident response partners are working more closely together than ever before.

In July of 2002, under the Joint Operations Policy Statement, the WSP, the Washington State Association of Fire Chiefs (WSAFC), and the WSDOT proposed a plan to effectively and efficiently manage resources responding to, mitigating, investigating, and clearing highway lanes and ferry routes in order to minimize traffic disruption. To meet this need, in May of 2003, these three partners planned T.I.M. training and established a T.I.M. Training Committee, including the WSP's Training Division.

Over the past several months, the Training Division worked with representatives from the WSDOT and fire and EMS to develop training to encourage and enable the development of local response plans within the WSP districts.

The training design was completed and beta-tested in October of 2004 and will be presented to the field beginning in early 2005. Responders from all three disciplines will receive training presented by three facilitators, one from each group. The Training Division's Regional Training Officers developed the format for T.I.M. training. They put aside the traditional lecture-based curriculum and instead used a facilitation model. This format (based on student-centered learning) allows the trainees to participate more in the training and focus on forming partnerships in a collaborative atmosphere.

The goal for this training is to initiate open lines of communication within these groups, working together with unified command. This will be a springboard for each WSP district commander to invite local WSDOT and fire/EMS representatives to work together. They will create work groups to build response plans for their areas and engage in regular meetings in the future.

For the students at the first response level, this is to reinforce the need to work collaboratively at scenes and practice unified command at the minor scenes so it becomes second nature at the major ones. Responders work more effectively if they understand each others' roles, responsibilities, and what each responder brings to the scene.

Students will explore the different agency priorities at a traffic incident, including how others typically respond to an incident. Other points of discussion are:

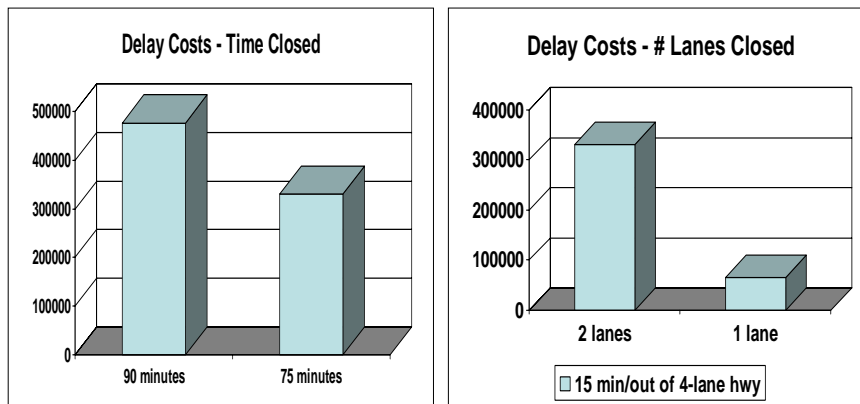
- How to determine who is in charge;
- What information should be exchanged;
 - What is the importance of meet-and-confer? (particularly when the situation changes); and
 - How do we avoid duplication of efforts?

Approximately 30 trainers from the ranks of the WSP, the WSDOT, and fire services will receive Train-the-Trainer information in January and February 2005. Beginning in 2005, each WSP district commander will coordinate at least one training session per quarter in partnership with the local WSDOT Region representative and Fire District Chief.

Performance Measures include:

- The number of training sessions and attendees.
- Local planning and coordinating for incident response.
- Frequency of secondary collisions.
- Number of post-incident reviews.

Traffic Incident Management Savings to Motorists





The
***Investigative
Services Bureau (ISB)***

consists of five divisions that provide various public safety services, including the investigation of computer crimes, missing children, narcotics, dismantling of clandestine labs, performing high-risk warrant service, and the gathering of criminal intelligence; internal audits and investigations; public records and records retention; inspection of commercial vehicles and school buses; and fatality and criminal investigations.

Deputy Chief Steven T. Jewell
Investigative Services Bureau

PROGRAM DESCRIPTION

CRIMINAL INVESTIGATION DIVISION

The Criminal Investigation Division (CID) core mission includes ***Felony Collision Investigation, Auto Theft, and Criminal Investigations***. Every employee of the CID is a valued member of a team committed to:

- Excellence in criminal investigations;
- Compassion toward crime victims and their families; and
- Bringing criminals to justice.

QUALITATIVE OR QUANTITATIVE MEASUREMENT

CID experienced incredible improvement in productivity in every core mission area during calendar year 2004:

Felony Collisions	2004	2003	Percent Change
Felony Collision Cases Completed	217	185	17%
Case Cycle Time (calendar days)	49 Days	67 Days	-27%
Road Closure Time (average)	3:26	3:20	3%

Our collision detectives continue to focus on applying the latest investigative techniques and technology to ensure road blockages are cleared as quickly as possible to ensure interruptions to transportation are kept to a minimum.

Although our collision detectives completed 32% more felony collision cases in 2004, their case cycle time decreased by 18 calendar days, completing cases 27% faster than the previous year. At the same time, the number of cases accepted by the prosecutor (one measure of case quality) was 94.5%.

Auto Theft	2004	2003	Percent Change
Vehicles Stolen in Washington State	37,373	34,722	7.6%
Stolen Vehicles Recovered	564	430	31%
Auto Theft Cases Completed	493	398	24%
Physical Arrests	202	132	53%

Washington State currently ranks sixth in the nation in auto theft (rate per capita). CID auto theft detectives recovered 31% more stolen vehicles and arrested 53% more auto thieves in 2004 compared to 2003.

Criminal Investigations

Investigative
Services Bureau
(continued)

CID has detectives assigned to specialized Units such as a Cooperative Disability Investigation Unit (CDIU), Major Accident Investigation Team (MAIT), and our newest Unit, the ***Identity Theft Unit (ITU)***.

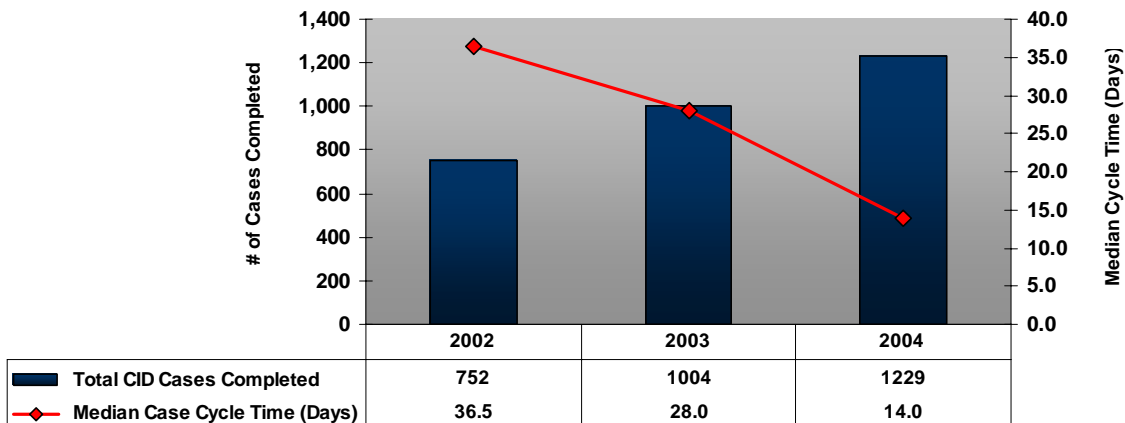
As the result of a legislative mandate, the ITU was established on July 1, 2004, in partnership with the Department of Licensing (DOL), to investigate cases of identity theft and fraud. CID has dedicated two detectives to this effort. Case referrals come from DOL, local law enforcement, and WSP troopers who find evidence of identity theft during traffic stops.

Identity theft is the fastest growing crime in America, with a 40% increase in reports since 2002. In 2003, there were 4,741 complaints filed in Washington State (of nearly 215,000 nationwide). Washington is ranked 10th in the nation per capita, with credit card fraud being the most common type of identity fraud occurring.

From July-December 2004, the ITU completed 14 cases and made 4 arrests. They have also conducted 15 training events that were attended by 639 people from the banking community and general public.

SIGNIFICANT ACCOMPLISHMENTS

The Criminal Investigation Division, for the second consecutive year, completed more cases in less time.



2004 Accomplishment: 22% more cases completed in 50% less time

Additional accomplishments include:

- The CDIU, comprised of CID detectives and agents from the Social Security Administration, finished 2004 ranked Number 1 in the nation among the 18 CDI Units nationwide, with identified state and federal savings of over \$24 million.
- In 2004, 3 MAIT-investigated cases resulted in a civil mitigation rate of 97% (of the \$37 million in tort claims filed against the state, only \$1 million was awarded or settled).
- A CID Problem Oriented Public Safety (POPS) project has resulted in the apprehension of 29 felony collision fugitives who otherwise may still be eluding justice.

For more information regarding the Criminal Investigation Division, contact Captain Brian Ursino at (360) 753-0315, ext. 159.



The **Office of the State Fire Marshal, Fire Protection Bureau (FPB)**, provides services to

State Fire Marshal Samuel Pierre
Fire Protection Bureau

local law enforcement, fire districts, government agencies, members of the media, and the general public. These services include fire investigations; fire incident reporting and data collection; fire code review and adoption; construction plan review for fire sprinkler and alarm systems; and fire inspections of high risk occupancies housing elderly and vulnerable populations. In addition, the bureau regulates the

fireworks and sprinkler industry through a licensing program. The State Fire Training Academy provides training to the state's fire departments and districts. The Fire Protection Bureau also provides coordination of nuclear waste shipments, homeland security coordination, terrorism and hazardous materials training, fire and life safety prevention education, and public information.

PROGRAM DESCRIPTION

EMERGENCY MOBILIZATION

The transportation of radioactive wastes and materials poses risks from exposure to radiation during transport and from releases due to accident. Radioactive wastes and materials may be tempting targets for theft, diversion, or release by terrorists, based both on their potential hazard and on their high visibility.

The Washington State Patrol manages the Waste Isolation Pilot Plant (WIPP) shipping campaign. This campaign, in partnership with the Department of Energy (DOE) and the Western Governor's Association (WGA), provides for the safe and uneventful shipping of defense-generated transuranic (TRU) waste from Hanford and other generator sites for permanent disposal at the WIPP facility located 26 miles southeast of Carlsbad, New Mexico. The WSP is the lead agency for the state because of the statutory obligation (RCW 70.136) to be the designated Incident Command Agency on all state and interstate highways.

For each shipment, the WSP provides or coordinates on-site inspections prior to the departure, trained WSP escorts (Homeland Security Advisory System Code Orange or Red), computer-based satellite tracking system (TRANSCOM), and general oversight for the campaign's extensive Program Implementation Guide. The WSP receives pre-shipment notification from DOE in a timely fashion and passes this information on to Ecology, Health, and a variety of local interests through Benton County Emergency Services.

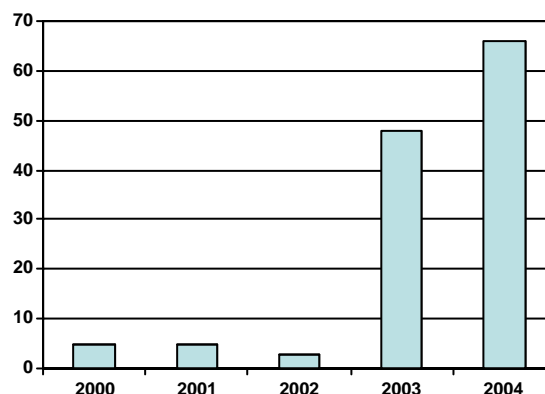
The WSP is the point of contact (POC), as published in the Federal Register, for advance notification from the Nuclear Regulatory Commission (NRC) and its licensees regarding the movement of spent nuclear fuel and certain quantities of high-level radioactive waste as defined in 10 CFR Part 71. In addition, the NRC issued an advisory dated November 8, 2001, to include advance notification for Highway Route Controlled Quantities (HRCQ).

The WSP provides Commercial Vehicle Safety Alliance (CVSA) Enhanced Level VI inspections for all incoming shipments of radioactive material. This inspection occurs on truck traffic that enters the state on the highway system through a port of entry. A copy of the inspection is given to the driver for presentation upon arrival at the shipment's destination. Further, intrastate

radioactive material carriers are required to contact the WSP and submit to an inspection on a quarterly basis.

QUANTITATIVE OR QUALITATIVE MEASUREMENT

Year	TRUPACT 2's Shipped	Drums Shipped	Shipments
2000	15	173	5
2001	15	210	5
2002	9	126	3
2003	132	1509	48
2004	155	1902	66
Total	326	3920	127



SIGNIFICANT ACCOMPLISHMENTS

Since the opening of the Hanford Corridor in July 2000, we have shipped 242 nuclear waste shipments out of the state of Washington to New Mexico for permanent storage.

In consideration of the National Threat Conditions Guide, procedures were adopted that are consistent with the WSP Homeland Security Advisory System on what level of security is required and when to physically provide armed escorts to accompany the shipments.

Implemented and exercised safety protocols for shipping that included:

- Safe Parking During Abnormal Conditions
- Medical Preparedness
- Mutual Aid Agreements
- Emergency Response Plans
- Highway Routing



The
**Forensic
Laboratory Services
Bureau (FLSB)**

provides a wide range of forensic science expertise to city, county, and state law enforcement officers, assisting agencies at crime scenes, preparing evidence for trials, and providing expert testimony. The bureau coordinates the efforts of the State's Breath Alcohol Test Program, Drug Evaluation and Classification (DEC) Program, six Crime Laboratories, the Latent Print Laboratory, and the State Toxicology Laboratory.

**Dr. Barry K. Logan, Bureau Director
Forensic Laboratory Services Bureau**

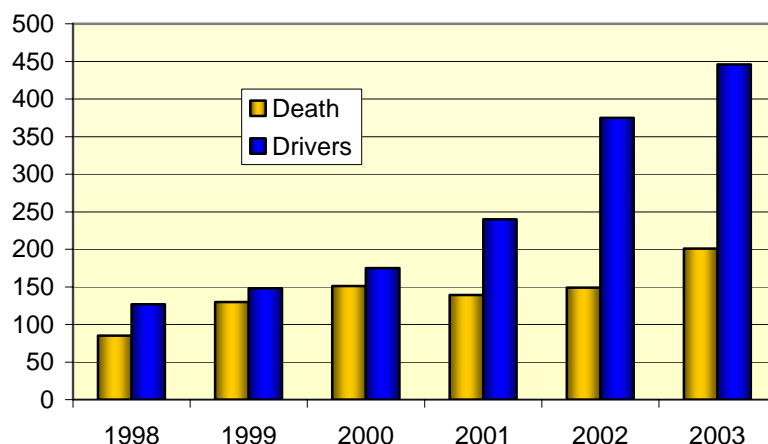
PROGRAM DESCRIPTION

WASHINGTON STATE TOXICOLOGY LABORATORY TESTS CHILDREN REMOVED FROM METHAMPHETAMINE MANUFACTURE HOMES

The State Toxicology Laboratory analyzes approximately 9,000 cases per year, about half of which are submitted by police agencies and half are death investigation cases. The vast majority of the police cases are suspected impaired drivers. A small program began in 2002 involving the testing of urine collected from children co-existing with clandestine methamphetamine manufacturing, specifically for the presence of methamphetamine.

Methamphetamine continues to be an area of concern for law enforcement within our state. In 2002, we were second only to California in methamphetamine productions (although this did drop to 6th in 2003), and methamphetamine is a common finding in both the analysis of drug-impaired drivers and in our death investigation toxicology cases. The graph below demonstrates the incidence of methamphetamine in these cases and, more specifically, the continued rise in the findings of methamphetamine, particularly among the driving population.

Incidence of Methamphetamine in Washington State



Over the last several years, law enforcement agencies have been increasingly concerned with the dangers of minor children living in homes in which methamphetamine is manufactured, and in 2000, the Washington State Legislature enacted the "Drug Endangered Children's Law" (RCWA 9.94A.510), which adds an additional twenty-four months to the standard sentence

range for any offense involving methamphetamine at a location where children are living. In 2002, additional legislation was enacted (RCW 9A.42.020) wherein a parent or guardian of a child who permits exposure to methamphetamine manufacture is guilty of criminal mistreatment in the first degree.

Interest developed in finding ways to quantify these exposures, and law enforcement and child protective services began having these children tested for the presence of methamphetamine. (While the precursors of methamphetamine manufacture present a greater risk, there are not methods available for simple quantification of these chemicals.) However, even the results of methamphetamine varied considerably, depending upon the testing regimen. Children taken to hospitals were tested using methodologies designed to detect levels consistent with methamphetamine use and intoxication, and it was critical that sample collection occurred as soon as possible after removal from the home. In late 2002, the Washington State Toxicology Laboratory was approached to see what role we might be able to play in these investigations. We agreed to test samples collected from children removed from homes in which methamphetamine is manufactured. We developed a protocol, advocating collection of the first urine voided after removal from the home and submitting the samples to the laboratory for testing. We report any amount of methamphetamine detected as positive (as well as any other drugs detected in our procedures).

QUALITATIVE OR QUANTITATIVE MEASUREMENT

Through the end of 2004, we have tested 50 children with a 76% positive rate. Two children have exhibited levels consistent with methamphetamine intoxication, and both children were treated by medical professionals based upon their observed symptoms. Eleven children were positive for other drugs, mostly over-the counter medications, but three were positive for marijuana and two for cocaine.

We recognize that methamphetamine is not the only danger to which these children are exposed, nor is it even the most dangerous. Certainly the risk of fire and burns, neglect, malnutrition, and abuse pose a far greater risk to these children, but methamphetamine is one danger that we can quantify. The positive results determined by the Washington State Toxicology Laboratory have been used to take legal action against individuals placing these children in danger and have provided law enforcement and the Department of Social and Health Services the necessary tools to protect these children from further harm.